

REFINER LOOKS  
FOR 'HIGH' GAS

Harry Sinclair Says It Will Go to 40 Cents; U. S. Uses Billion Gallons Yearly.

"Gasoline prices will continue to advance; it wouldn't be surprising if first grade gasoline is quoted at 40 cents a gallon within a short time," Harry P. Sinclair, millionaire oil man, is quoted as saying.

Mr. Sinclair declares that there is really a scarcity of oil at this time, and that unless new fields are opened within a year or so there may be an oil famine. He estimates that the average decrease in the gasoline output from all the fields in the United States is close to 5,000,000 gallons yearly.

It is the decrease-in-production side of the situation which Mr. Sinclair emphasizes. But the increase in consumption phase is equally important and cannot properly be dismissed by mere statistics to the effect that there are considerably more than 2,000,000 motor cars in use in this country, and that they are consuming gasoline at the rate of more than 1,000,000,000 gallons a year.

What percentage of the fuel is being practically wasted in running heavy cars in which the fuel-consuming elements of simplicity and economical operation are subordinate to other features?

If through the present congressional investigation the gasoline problem were worked out along the line of data on the fuel economy of one type of automobile compared with another, the result would be interesting and doubtless of inestimable value to the public.

Such an investigation would establish to what extent cars in the "heavy" class are a factor in creating the present abnormal conditions in respect to gasoline. With thousands of cars of this kind in service, consuming only six to eight miles to the gallon, compared to 16 to 20 miles per gallon by cars of lighter weight, the unnecessary drain on the gasoline supply is obvious.

Under the law of supply and demand a corresponding rise in the price of gasoline must be expected in order to pay for the waste. And the owner of the economical, light car must bear his share of the burden for which he is not responsible.

If the gasoline consumption of all automobiles were leveled to the light car standard, the resultant conservation in the supply of gasoline would undoubtedly be sufficient to put the price quotations within reasonable limits and keep them there.

**WHITE**  
**CAR**

105 E. San Antonio St.

**SAXON**

Strength Economy Service

THE fluid flow of the great power-stream—the marked flexibility and lack of vibration—is only one of the many characteristics which have gained for Saxon "Six" at \$815 its present high standing among motor car buyers.

**Western Auto Co.**

Phone 137

401 Myrtle Ave.

**SAVAGE**  
**TIRES**

You get double safety as well as extra mileage in the Savage Grip Tread—two safety treads in every Savage Grip Tire.

Those deep diagonal depressions form an efficient tread of the vacuum tire, while the sturdy diagonal ribs add the 45 degree resistance walls of the ordinary safety tire.

The Savage Grip Tread tire does not wear smooth, but retains its anti-skidding features until worn to the fabric. Our distributor has a complete assortment in stock.

**The Savage Tire Co.**  
San Diego, California

REPRESENTATIVE

**Motor Car Supply Co.**

I. M. DUESING.  
Cor. N. El Paso and Franklin Sts.

BARNEY ENTERS  
SPEEDWAY RACE

Oldfield's Car Arrives at Indianapolis Track; May Be His Last Race.

Indianapolis, Ind., May 6.—Back in 1902, two men started to fame: Henry Ford and Barney Oldfield. Ford was trying to build a racing car. Barney was with him trying to build a career as a race driver. The answer is obvious.

Is Barney Oldfield going to drive at the sixth annual international sweepstakes race, May 20? T. E. Myers, manager, shook his head and answered "no." But that was yesterday. Today he can hear the applause of tens of thousands of people when the veteran of veterans appears upon the track, for the indefatigable Barney is going to drive. His mechanic, R. G. Dambach, has arrived in Indianapolis unannounced and has Barney's car, a foreign built Delage, unloaded and at the speedway track.

Those who know Barney are bewildered at such tactics. There is a good deal of "barnum" about Barney, and for him to get his car in on the grounds early without much advance press agency, is not orthodox. It lends credence to the suspicion that Barney is tired of being kidded about "also running," and is out at last to show the crowd of younger drivers who have usurped his place on the front page of the original automobile driver of U. S. A. has sufficient punch left to win the Indianapolis international classic.

Dambach says that this is Oldfield's last race, his last public appearance, and that Oldfield proposes unequivocally to win and crown his racing career with what is considered the highest achievement in automobile racing. Barney is due at the track for practice May 1.

Barney never fails to draw applause from the multitude, although he declares he is not given to grandstanding. There certainly is nothing of the usual stage setting about the way Barney has entered the May 20 race. It is so un-Barney-like. The Delage Barney will drive is reputed to be one of the finest specimens of automobile construction in the world. It was one of the French cars built for the Grand Prix in Europe in 1914. It has a block type motor, with valves in the head, with a bore and stroke of 3.75x5.50, and a cubic inch piston displacement of 271.5. Lubrication is by force feed splash.

NEW YORK PLANS A  
SPECIAL TRUCK TAX

There is a movement on foot in New York state to have the legislature impose a special tax on motor trucks and buses on the ground that these vehicles damage public highways. No doubt this kind of traffic gives a severer test to the wearing qualities of the highways than was anticipated at the time of the construction of many of the so-called good roads.

## GAS, NOT HAY, MOVES THIS ARMY



GASOLINE FOR MOTOR TRUCKS IN MEXICO.

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## Motor Hints

In most every gas line there is a strainer or trap, either in the line itself or at the base of the carburetor. Few persons think to clean this occasionally before trouble is encountered. The present day fuel contains more or less waste matter and trouble with the carburetor can be eliminated by cleaning this trap or strainer occasionally.

Because oil has a disintegrating effect, not only on rubber, but on cotton and fabric as well, care should be taken to see that the wiring for electric lighting and engine starting system is well protected. If oil is permitted to remain on the wiring the insulation will in time be softened so that the slightest chafing will cause the bare copper to be exposed and a short circuit or a leakage of current follow.

A motor that is subject to considerable vibration is liable to have its cylinders work loose on the crank case through the loosening of the holding-down bolts or nuts if they are not watched. A wrench should be applied occasionally to make sure that everything is tight. The trouble that arises from loose cylinders runs all the way from a leakage of oil to a cracked motor.

When a car is newly painted care should be taken to remove any mud or other foreign matter as quickly as possible. If the mud is allowed to stay on new paint over night it will be difficult to remove the mud stain. If these stains penetrate the varnish it will be necessary to retouch such places. After the varnish has become thoroughly set there is not so much danger.

A relief cock, with a handle that is vertical when the valve is closed, is liable to work open if the plug loosens through wear. The best way to remedy such trouble is to throw out the offending cock and buy a new one with a spring to keep the plug tight as it wears. Another method is to fill the hole in the plug with a piece of brass wire carefully shaped to the contour of the plug and drill a new hole in such a position that the handle will be pointing downward.

EXIDE BATTERY PLACES  
NEW AGENCY IN EL PASO

The Exide Battery company has placed its El Paso agency with the El Paso Speedometer Service Station, which will maintain a complete service station for Exide batteries.

The station has also received a new shipment of Stewart products, including the new Ford starters, which have proven very successful in the east.

Prepared in the good old fashioned way—flavor "Deliciously Different"—you are sure to like Sulberger's Mastic Hams and Bacon.—Adv.

OFFER TROPHY FOR  
CHAMPION DRIVER

Bosch Cup and \$2000 Cash Will Go to Leading Speed Merchant of 1916 on the A. A. A. Tracks.

Negotiations have just been completed between the A. A. A. and the Bosch Magneto company whereby the latter will offer one of the largest prizes ever donated outright in this country to an automobile driver. The prize will be known as the Bosch trophy and will carry the secondary title "Champion Motor Car Driver trophy."

It is to be awarded for by all drivers who enter into the A. A. A. sanctioned automobile contests to be held during the year. The winner of the trophy will be awarded by the contest board of the American Automobile Association, according to their sole system, in connection with the championship award events. These events are to be held by Richard K. Kenderdell, chairman of the A. A. A. upon receipt and approval of the application blanks presented for places in such events will be awarded and determined by the character of each individual event. In this way the course, distance, number of starts, etc., will all have an influence on the number of points awarded to each place. The driver with the highest number of points will be awarded the Bosch trophy and the sum of \$2000 in cash.

The driver gaining the second best number of points will be given a Bosch cash prize of \$1000, and the driver getting the third best number of points will receive a Bosch cash prize of \$500.

NEW WINTON IS  
RECENT ARRIVAL

El Paso Auto Sales Co. Gets Demonstrator of "Tailored to Order" Car.

The "Tailored to order" car is here. It is the new Winton "six-55" and was received by the El Paso Auto Sales company this week. It embodies all the well known Winton features of past models and many new ones.

Which Impresses Motorists. The new Winton car is decidedly not a "stock" car. The local agents will carry only a demonstrator, as the car is finished to the design and specifications of the purchaser and some very novel designs in interior decoration, arrangements of seats, upholstery, etc., are offered the motorist.

The demonstrator is finished in cream with tasteful trimmings. The upholstery is of rich, brown leather. There are very few motor changes in the new car, which has created a big impression when on the streets of the city.

Clean Your Cylinders  
And Get More Miles  
From Gallon Of Gas

"Before you let someone substitute another for the carburetor on that old car of yours—the one the maker put on—just do a few things that the salesmen of the other will insist upon doing anyway before he proves what his carburetor will do," says Horace T. Thomas, of the Reo.

"Mind you, I don't say that there

## Vulcanizing Hints

The following practical vulcanizing hints are taken from the Goodyear Tire News, house organ of the Goodyear Tire and Rubber company.

On a peel-back section where the tread is cut at one end and peeled all one way, mark off on the tire the length of the tear and the position of the layers of fabric to be removed, showing the length of the section when completed.

About two inches beyond the end of the section make the cut for the peel-back. When the repair is completed, this method gives the extra strength of the tread and breaker over the joint of the section where it is most needed. In building up peel-back sections, build up the side walls, bringing them slightly up on the tread, before the peel-back tread is laid down. When the repair is completed the tread overlaps the edge of side walls preventing peeling when run in ruts.

After the cushion gum has been thoroughly attached down on peel-backs and tread repairs, roughen slightly by using the stitcher side-way, wash with cloth dampened in gasoline. When dry, the cushion will be much more adhesive than when used smooth.

In building up small tread repairs, cut a piece of tread gum sufficient to fill the hole. Fold the piece, rolling out the air at the same time, until it is smaller than the hole to be filled and a little thicker than its depth. Heat on a tube plate until the gum begins to soften. While it is still soft, work into the repair using a stitcher to draw it to the edges. Trim off to the proper height. With a little practice the right amount of gum can be judged very closely, reducing waste scraps to a minimum and saving a great deal of time.

may not be a better one—for the world do move and great improvements have been made from time to time in carburetors.

"But before you discard the old trusty one do these things: Clean the cylinders—remove the carbon and run kerosene through to loosen up the rings which may have become gummed. That will restore the compression. Now grind the valves and in putting them back adjust them carefully as your instruction book tells you. Adjust all motor bearings, too, and see that your clutch is in good condition. Oh, yes, a clutch may have a lot to do with the performance of a carburetor. Also look to the ignition system—clean the plugs, adjust the points and see that the sparks are accurately timed. Nor forget the cooling system—clean the radiator or cylinders have become clogged with lime or other deposits, temperatures will change so rapidly it will be impossible to maintain any carburetor adjustment—that which seems all right for the moment will not do after a few miles. A good boiler compound will remove the deposit and restore the cooling system to the former efficiency and regularity."

SPEND MILLION  
ON ADVERTISING

Hugh Chalmers Says He is Unable to Do Without the Newspapers.

"Money makes the mare go," is the old saying. Hugh Chalmers has changed it to "Advertising makes the cars go." So firm is Mr. Chalmers in his belief that \$1,000,000 will be spent this year telling the public about Chalmers cars.

Newspaper advertising is the backbone of the Chalmers campaign, though of course, some of the great national weeklies and magazines are also used. Paul Smith, vice president in charge of sales, says this of newspaper advertising:

"The local newspaper is the NOW medium. It is the solar plexus blow which hits the door of each home in each dealer's town. And that means sales now. The national weekly and magazine are necessary, but the timely blow is delivered by the daily paper in each sales district. As a proof of our absolute faith in this fact we are using 1400 newspapers throughout the country several times each month in the campaign we are now waging."

In a recent talk to a board of commerce, Mr. Chalmers said:

"Advertising increases my sales so that I simply cannot afford to do without it. The only man who can't advertise is the one with so much business he can't handle it; or the man with so little business it isn't worth while. Our secret of advertising is as simple as A. B. C. Be honest, be sensible and be persistent."

Backing up this interest creating advertising, the Chalmers company is upholding its standard of "quality first" in the 1916 R. P. M. "six-55" Chalmers and the results are phenomenal. The combination of advertising and quality, backed by service and aggressive salesmanship, has already put more than 10,000 of these cars in the hands of owners. The owners are joining the newspapers in advertising and the company is building 25,000 more "six-55s," all of which are practically sold in the demand which has been created.

MUCH ALCOHOL  
IS AVAILABLE

Designers Should Turn to Development of Economical Motors Says Expert.

If motor car designers will provide engines that will use defatured alcohol as a fuel without the waste and extravagance incident to its use in the present day internal combustion engine, an unlimited supply of fuel is available from the waste products of the forests of the world, according to Howard F. Weiss, director of the United States forest products laboratory, Madison, Wis. Mr. Weiss has just completed experiments extending over a period of three years and made a formal report to the Federal government. The inauguration of the experiments was noted in Motor Age and the Automobile at the time.

The Madison laboratory produced 30 to 35 gallons of grain alcohol from one ton of sawdust and the cost ran between 12 and 15 cents per gallon. The alcohol was 95 percent pure. The lumber product annually in the United States is 40,000,000,000 feet. Using only the waste of the sawmills, it is estimated by Mr. Weiss that 500,000,000 gallons of alcohol can be manufactured each year. Mr. Weiss said:

"There is no question in my mind that the production of alcohol will develop a gigantic industry. The advantages in favor of alcohol for power purposes are manifold. When you take petroleum from the ground it is lost forever. Trees multiply. We now have in sight a half billion gallons of alcohol each year, while our visible supply of gasoline is rapidly diminishing."

"You cannot run a motor car as far on a gallon of alcohol as you can on gasoline with the present type of engine, but with alterations and improvements, so that they will stand a higher explosive compression, the thermal energy of alcohol will equal that of gasoline. Alcohol is safer to handle, forms no carbon, has no smoke and is not offensive."



CONFIDENCE is the faith of experience and is the result of long continued dependability.

Scripps-Booth cars are used with a confidence given by long dependability under all conditions of road or weather. They have toured thousands of miles without trouble and without overhaul; they have ploughed through muddy roads where larger cars sunk in and mire; they have climbed the hills and have controlled perfectly on the steep grade until owners have absorbed a faith in Scripps-Booth performance which is equalled by owners of few other types of cars.

With this confidence in performance is a satisfaction of comfort and luxury which no other car equals at any price in any weight and a beauty beyond any other motor vehicle.

The result is that the Scripps-Booth car has acquired the highest class of ownership of any American roadster model and has in a single season of success taken its place in the most exclusive of American garages.

4-Cylinder Roadster - - \$825  
4-Cylinder Coupe - - \$1450  
8-Cylinder 4-Passenger \$1175

F. O. B. Detroit



**PIONEER MOTOR CO.**

Incorporated.

Phone 52.

Myrtle at Campbell.

## BRITISH ROYALTY IN THE RANKS



PRINCE HENRY.

© INTL. FILM SERVICE

Prince Henry is taking an active part in the Eton contingent which is being shipped into shape in expectation of a call to the front. The photograph shows prince Henry (the first kneeling figure) on the firing line during a sham battle at Barkhamstead. The Etons were out all day and the prince bore the hard work of a trained soldier.

**THE Allen**

**Leads In Its Class**

We regard our reputation too highly to print exaggerated statements. Therefore when we say the Allen leads in its class we mean it and we're ready to meet any contradiction. You simply can't buy more car value for \$1000 and fail to examine the Allen, we believe you will get less than your money can buy.

NOTE THESE SPECIFICATIONS  
27 H. P. Motor, 4 cylinder.  
Unit Power Plant.  
Electric System.  
Gas tank at rear; vacuum feed.  
Full floating rear axle.  
15 inch wheels.  
55 inch rear springs.  
Weight 1300 pounds.

**Cactus Motor Co.**  
606 Mesa Ave.  
Fosteria, O.

Phone 3886  
Factory Address: The Allen Motor Co.,  
Fosteria, O.

**\$795**  
EQUIPPED

